

Alternative A

This fee is based on the 2003 Circulation Study Update; Board of Supervisors approved resolution with the intent to lower the fees within 45 days to be less of a burden on new development construction.

- Represents new cost estimates on all projects, done in 2003.
- Considers thru trips to be paid for with regional funding.

	Area 1	Area 2
Road Impact Fee	\$47,760,913	\$23,874,250

Area 1			
Land Use	Current 2002 Fee	Alternative A Fee	% Change
Residential	\$3,979 /pht	\$6,494 /pht	63.21%
Retail	\$606 /pht	\$2,700 /pht	345.54%
Other	\$932 /pht	\$4,153 /pht	345.60%
Area 2			
Land Use	Current 2002 Fee	Alternative A Fee	% Change
Residential	\$3,479 /pht	\$9,103 /pht	161.66%
Retail	\$737 /pht	\$4,576 /pht	520.90%
Other	\$1,134 /pht	\$7,040 /pht	520.81%

Recommendation: Reject and accept lower fee alternative.

Alternative B

Significant decrease to the original fee calculation since alternative A number did not have fees and interest collected to date credited to accounts for Area 1 and 2. Fee spreadsheet was missing this critical link in formula.

- No changes to project estimates.
- No changes to assumption of regional funding.

	Area 1	Area 2
Road Impact Fee	\$47,760,913	\$23,874,250
Fees Collected	\$6,290,478	\$2,987,715
Interest Earned	\$1,108,374	\$748,053
Dollar amount to Be Collected	\$40,362,061	\$20,138,482

Area 1				
Land Use	Current 2002 Fee	Alternative B Fee	% Change	Projected to Pay
Residential	\$3,979 /pht	\$5,473 /pht	37.55%	\$25,708,034
Retail	\$606 /pht	\$2,275 /pht	275.41%	\$7,082,318
Other	\$932 /pht	\$3,500 /pht	275.54%	\$7,571,709
Area 2				
Land Use	Current 2002 Fee	Alternative B Fee	% Change	Projected to Pay
Residential	\$3,479 /pht	\$7,678 /pht	120.70%	\$15,110,988
Retail	\$737 /pht	\$3,860 /pht	423.74%	\$2,429,797
Other	\$1,134 /pht	\$5,938 /pht	423.63%	\$2,597,697

Recommendation: Apply to all alternatives.

Alternative C

Impacts of regional trips are removed from the fee calculation by determining the overall percentage of through trips and reducing the project cost by an equivalent percentage. The reduced cost was used to calculate the impact fee. This occurs on Route 1, Halcyon Road, Los Berros Road, and future Willow Road Extension. These were reviewed to assure that 20% through trips on Halcyon Road, Highway 1 and Willow Road projects. As well as 25% on Los Berros Road projects.

Division Street, Orchard Avenue and Tefft Street do not have projects that warrant through trip adjustments.

This reduced the Road Impact Fee (RIF) calculation by the following

- Los Berros Road RIF contribution went from \$6,146,000 to \$4,609,500.
- Highway 1 RIF contribution went from \$2,439,000 to \$1,951,000.
- Willow Road and Halcyon did not change.

	Area 1	Area 2
Road Impact Fee	\$47,760,913	\$23,874,250
Fees Collected	\$6,290,478	\$2,987,715
Interest Earned	\$1,108,374	\$748,053
Additional Assumed Thru Traffic	\$0	\$2,024,500
Dollar amount to Be Collected	\$40,362,061	\$18,113,982

Area 1			
Land Use	Current 2002 Fee	Alternative C Fee	% Change
Residential	\$3,979 /pht	\$5,473 /pht	37.55%
Retail	\$606 /pht	\$2,275 /pht	275.41%
Other	\$932 /pht	\$3,500 /pht	275.54%
Area 2			
Land Use	Current 2002 Fee	Alternative C Fee	% Change
Residential	\$3,479 /pht	\$6,906 /pht	98.51%
Retail	\$737 /pht	\$3,472 /pht	371.10%
Other	\$1,134 /pht	\$5,341 /pht	370.99%

Recommendation: Apply to the final fee calculation. Regional funds (such as the State Transportation Improvement Program, STIP) to cover thru trips will be programmed through San Luis Obispo Council Of Governments on a competitive basis. SLOCOG has been supportive on Halcyon Road and Los Berros Road. We are advocating a significant contribution on Willow Road Interchange.

As an option, a combined fee of the two area would be as follows.

Nipomo-Only One Fee area			
Land Use	Current Area 1 Fee	Current Area 2 Fee	Alternative Fee
Residential	\$3,979 /pht	\$3,479 /pht	\$5,824 /pht
Retail	\$606 /pht	\$737 /pht	\$2,539 /pht
Other	\$932 /pht	\$1,134 /pht	\$3,906 /pht

This would allow the area as a whole to take maximum advantage of regional funds into the Nipomo Mesa.

Alternative D

New research on road capacity has increased allowable volumes on two-lane highways. Using the latest Highway Capacity Manual methodology the level of service for buildout conditions would become acceptable without additional improvements on the following road segments.

- Orchard Avenue – Division Street to Tefft Street.
- Los Berros Road - El Campo Road to Quailwood Road
- Los Berros Road - Quailwood Road to Hwy 1
- Pomeroy Road - Tefft Street to Juniper Street
- Pomeroy Road – Juniper Street to Camino Cabillo

	Area 1	Area 2
Road Impact Fee	\$47,760,913	\$23,874,250
Fees Collected	\$6,290,478	\$2,987,715
Interest Earned	\$1,108,374	\$748,053
Additional Assumed Thru Traffic	\$0	\$2,024,500
Removal of Certain Projects	\$2,309,000	\$2,761,000
Dollar amount to Be Collected	\$38,053,000	\$15,352,982

Area 1			
Land Use	Current 2002 Fee	Alternative C Fee	% Change
Residential	\$3,979 /pht	\$5,160 /pht	29.68%
Retail	\$606 /pht	\$2,145 /pht	253.96%
Other	\$932 /pht	\$3,300 /pht	254.08%
Area 2			
Land Use	Current 2002 Fee	Alternative C Fee	% Change
Residential	\$3,479 /pht	\$5,854 /pht	68.27%
Retail	\$737 /pht	\$2,943 /pht	299.32%
Other	\$1,134 /pht	\$4,527 /pht	299.21%

Recommendation: Accept, pursue widening under other programs such as Bicycle Transportation Account and Federal Safety Funds

As an alternative a combined area fee would.

Nipomo-Only One Fee area			
Land Use	Current Area 1 Fee	Current Area 2 Fee	Alternative Fee
Residential	\$3,979 /pht	\$3,479 /pht	\$5,319 /pht
Retail	\$606 /pht	\$737 /pht	\$2,319 /pht
Other	\$932 /pht	\$1,134 /pht	\$3,567 /pht

Alternative E

To further reduce the fee, offsetting costs with other known transportation funds is an option. The Nipomo Urban area receives approximately \$500,000 in Urban State Highway Account (USHA) funding through the Federal Transportation Act every six years. Funding from the last project went towards the Olde Towne Nipomo Enhancements. This funding could be diverted to the road impact fee account to reduce the fee in Area 1 only.

	Area 1	Area 2
Road Impact Fee	\$47,760,913	\$23,874,250
Fees Collected	\$6,290,478	\$2,987,715
Interest Earned	\$1,108,374	\$748,053
Additional Assumed Thru Traffic	\$0	\$2,024,500
Removal of Certain Projects	\$2,309,000	\$2,761,000
Programming USHA Money	\$3,000,000	0
Dollar amount to Be Collected	\$35,053,061	\$15,352,982

Area 1			
Land Use	Current 2002 Fee	Alternative C Fee	% Change
Residential	\$3,979 /pht	\$4,753 /pht	19.45%
Retail	\$606 /pht	\$1,976 /pht	226.07%
Other	\$932 /pht	\$3,040 /pht	226.18%
Area 2			
Land Use	Current 2002 Fee	Alternative C Fee	% Change
Residential	\$3,479 /pht	\$5,854 /pht	68.27%
Retail	\$737 /pht	\$2,943 /pht	299.32%
Other	\$1,134 /pht	\$4,527 /pht	299.21%

Recommendation: Reject diverting USHA funds as they need to be applied to other area needs for safety projects, sidewalks, drainage improvements and enhancements.

Alternative F

Another means to reduce the Road impact Fee would be for the Board of Supervisors to reduce its criteria for p.m. peak hour level of service from D in Urban areas to E and from C in rural areas to D. The majority of agencies maintain LOS D criteria. If the lower criteria was adopted the road impact fee would be focused on Halcyon Road, Willow Road and the Tefft Street interchange; with some signal installation along the existing network.

This would cause the fee to be reduced below the 2002 fee and would require the county to rebate funds previously collected since the funds were collected on a different LOS criteria.

This alternative would create a considerable level of congestion and delay along the entire network.

Recommendation: Reject